

R E M A R K S

Claims 2, 3 and 6 were withdrawn from further consideration pursuant to 37 CFR 1.142(b) as being drawn to a non-elected species as stated in the Office Action.

Claims 8 and 12 were rejected under 35 USC 112, second paragraph, as being indefinite for failing to point out and distinctly claim the subject matter which applicant regards as the invention. Claims 8 and 12 have been formally amended for purposes of clarity to more clearly point out the point from which the counter shaft 12 is offset. As can be clearly seen in Figure 4, the counter shaft 12 is offset in widthwise a direction labeled S1 from the main shaft 11 and the front drive shaft 44 is offset in a widthwise direction labeled S2 from the main shaft.

Although Figure 4 is discussed with respect to the non-elected species, it is respectfully submitted that this Figure is also applicable to the elected species. It is respectfully submitted that the amendments to claims 8 and 12 are for purposes of clarity and no new issues are raised by these amendments. Thus, it is further respectfully submitted that the rejection has been satisfied and should be withdrawn.

Claims 7-13 were rejected under 35 USC 102(b) as being anticipated by Kobayashi (EP 0 386 922) on the grounds set forth in the Office Action.

Claim 7 has been amended to state that the auxiliary transmission case is able to receive additional gears for realizing a multiple speed ratio transmission. Support for this amendment is found on lines 9-12 of page 14 of the specification. It is respectfully submitted that no new issues are raised by this amendment to claim 7.

The present claimed invention recites a manual transmission mounted on a vehicle. An engine is longitudinally mounted on the vehicle for outputting a driving power therefor from a crankshaft. A clutch is directly and mechanically connected to the crankshaft for engaging and disengaging the driving power. A main shaft is directly and coaxially connected to the clutch for receiving the driving power and a counter shaft is provided under and in parallel with the main shaft. A gear train is provided on both of the main shaft and the counter shaft for changing an engine speed by meshing respective gears of the gear train. A front drive shaft is coaxially connected to the counter shaft, and a front differential is provided under the counter shaft for transmitting the driving power to front wheels and for absorbing a speed difference between left and right driving wheels. The manual transmission includes a transmission case for enclosing the main shaft, the counter shaft, the gear train, the front drive shaft and the front differential. An auxiliary front transmission case provided in a front portion of the transmission case being able to receive additional gears for realizing a multiple speed ratio transmission.

Kobayashi is cited for having an auxiliary front transmission case provided in the front portion of a transmission case. However, Kobayashi neither discloses nor suggests an auxiliary front transmission case provided in a front portion of the transmission case being able to receive additional gears for realizing a multiple speed ratio transmission. The front transmission case of Kobayashi is only able to receive a front transmission whereas the front transmission of the present claimed invention is provided for receiving additional gears.

Additionally, the auxiliary front transmission case of that Kobayashi has a front transmission as shown in FIG. 1. This is unlike the present claimed invention in that a front transmission

is not required to be contained within the front transmission case. In contrast, as is seen clearly in Figure 7, the auxiliary front transmission case 50a of the present claimed invention does not have a front transmission. Claim 7 discloses the front transmission case itself, not the transmission which can be installed therein as is disclosed in Kobayashi. Furthermore, the auxiliary front transmission case of the present claimed invention is provided for receiving additional gears for realizing a multiple speed ratio transmission.

Kobayashi neither discloses nor suggests having a auxiliary front transmission case as in the present claimed invention. Furthermore, Kobayashi neither suggests nor discloses having an auxiliary front transmission case for receiving additional gears as in the present claimed invention. Rather the front transmission case 1 in Kobayashi discloses having a front transmission positioned therein.

Furthermore the shaft arrangements as disclosed in Figure 1 of Kobayashi are not the same as the shaft arrangements as shown in Figure 7 of the present claimed invention. This is clearly stated in claims 8 and 12, and seen in Figure 4, wherein the counter shaft is offset from the main shaft in one widthwise direction and the front drive shaft is offset from the main shaft in the other widthwise direction. Kobayashi neither discloses nor suggests having the counter shaft and the drive shaft offset in opposite widthwise directions from the main shaft as in the present claimed invention.

In view of the above remarks, and amendments to claims 7, 8 and 12, it is respectfully submitted that the present claimed invention is not anticipated by Kobayashi. As claims 8-13 are dependent upon now allowable claim 7, claims 8-13 are allowable for the same reasons as discussed above. Thus, it is further

respectfully submitted that the rejection has been satisfied and should be withdrawn.

In the event there are further issues remaining the Examiner is respectfully requested to telephone attorney to reach agreement to expedite issuance of this application.

Since the present claims set forth the present invention patentably and distinctly, and are not taught by the cited art either taken alone or in combination, this amendment is believed to place this case in condition for allowance and the Examiner is respectfully requested to reconsider the matter, enter this amendment, and to allow all of the claims in this case.

Respectfully submitted,  
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CERTIFICATE OF FACSIMILE TRANSMISSION

I hereby certify that the Amendment Upon Final Rejection is being facsimile transmitted to the Patent & Trademark Office on April 21, 2003.

Signed by Martin A. Farber

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